BookletChart™

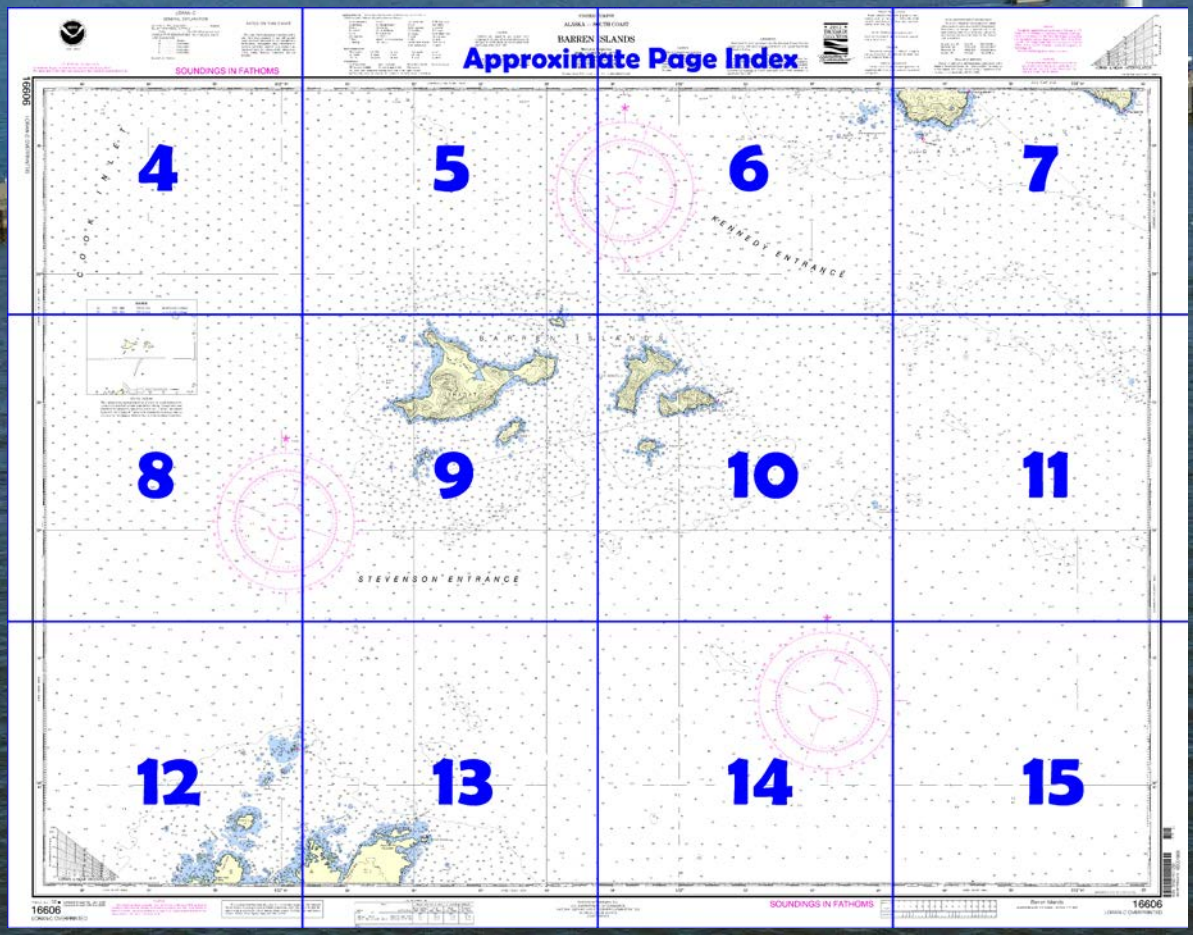
Barren Islands

NOAA Chart 16606

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

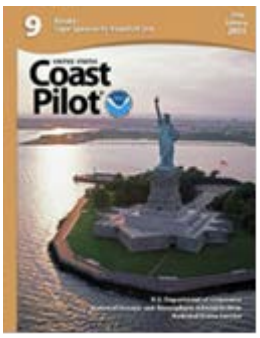
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16606.

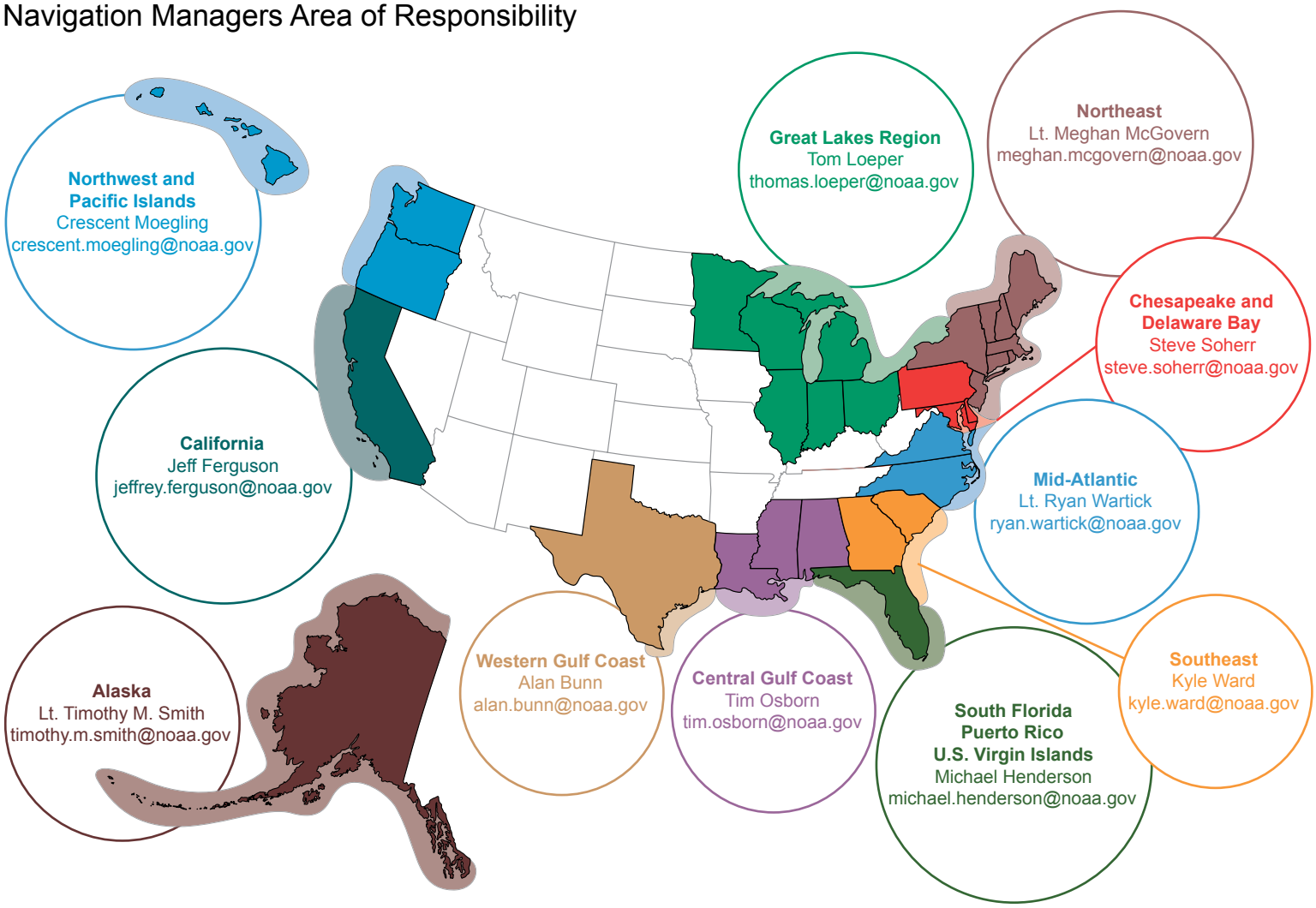


(Selected Excerpts from Coast Pilot)
Dangers.–An unmarked pinnacle rock, covered 4½ fathoms, is in the approach to Cook Inlet 16.2 miles E from East Amatuli Island Light and 10.7 miles S of East Chugach Light. The top of the rock is of very small area and apparently is the high point of a larger shoal. It may or may not be marked by a current slick. Another shoal area, Cowanesque Rock, unmarked and with a least depth of 2½ fathoms, is 7.3 miles 124° from East Amatuli Light.
Mariners are cautioned to give both of these shoals a wide berth.
A rock awash at half tide is 1.2 miles N from the northernmost point of West Amatuli Island.
A bare rock, 8 feet high, is about 0.8 mile W of the NW point of Ushagat Island. Two rocks awash at half tide are 220 yards NW and 0.5 mile ESE of the bare rock.
Operators of small boats should take particular care to avoid being caught in the tide rips off the Barren Islands. With a moderate W sea, wind force 4 to 5, coaming seas in series of three to four high waves have been seen N of Nord Island with sufficient height and force to seriously endanger, if not swamp, the ordinary fishing launch. In moderate weather small boats should not leave these islands until the current sets with the sea.
Tidal currents of considerable velocity are found in Kennedy Entrance and Stevenson Entrance, the flood current setting approximately NW and the ebb SE. Heavy tide rips occur with strong winds in the vicinity of the islands, and are frequently dangerous for small vessels. On spring tides an especially dangerous, steep tide rip occurs SW off Ushagat Island which can constitute a hazard to small craft. The wind among the Barren Islands is often twice as strong as it is a few miles away and the seas are often three times higher, attaining speeds of 100 knots and heights of 30 feet, respectively. Because of these conditions and the greatly increased chance of winter icing, vessels often use the lee of Chugach Passage. Those vessels transiting amongst the islands will often be subject to confused seas in this confluence of waves generated from the Gulf of Alaska, Cook Inlet/Kamishak Bay and Shelikof Strait.
In the deep waters of Kennedy and Stevenson Entrances and their approaches, the current usually is regular and appears to have less force than along the sides of the passages. At the edges of the banks bordering the islands and on the detached 20- and 30-fathom banks, in fact wherever there is much change in depth, the current increases greatly in force. Such currents are usually, but not always, marked by ripples, eddies, or boils.
Ebb currents set strongly to the E along the edge of the bank bordering the N side of the Barren Islands, to the S between Ushagat and Amatuli Islands, and to the E, N of Sugarloaf Island. The ebb currents are variable for a few miles S from the Barren Islands. Farther S, they set steadily SE. On the flood a narrow band of strong current will be felt a few miles N of the Barren Islands. Some lee from the flood current is afforded closer inshore, but even there a steady set to the W will generally be found. The current in general probably does not exceed 4 knots. Reports indicate that slack waters do not occur at the times of local high and low tides, and the navigator is cautioned against assuming such a relation to exist.
Anchorage with shelter from S weather, and some protection from W weather, can be had off the N side of Ushagat Island near the head of the deep bight 2.5 miles from the NW promontory. Anchor in 12 to 15 fathoms with, fair holding on rock bottom, about 0.5 mile off the two small sand beaches. A small boat can get more shelter by anchoring close in.
Fair protection in N or W weather can be had in the bight on the S side of Ushagat Island, N of Sud Island. Williwaws are strong, but a small boat can avoid the worst of them by anchoring under the cliffs to the W of the head of the bight. In suitable weather, medium-sized vessels can anchor in 12 to 18 fathoms, rock bottom.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

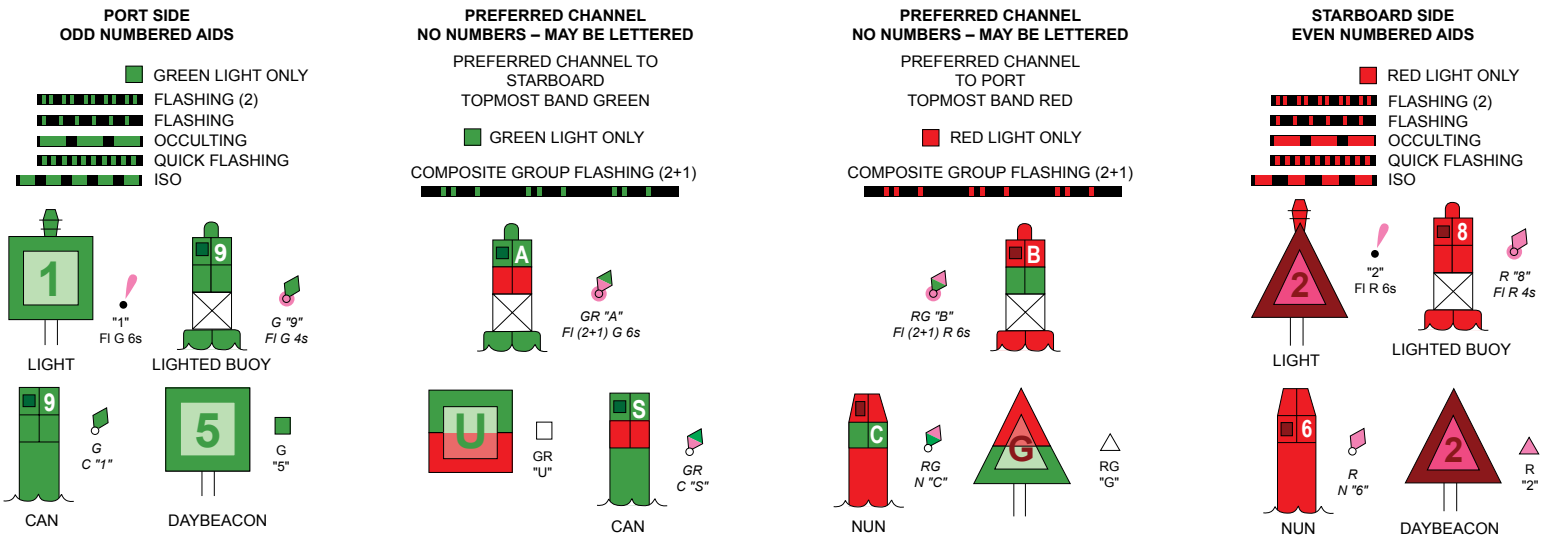


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

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NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

ABBREVIATIONS (I or complete
Aids to Navigation (lights are white
AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing

Bottom characteristics:
Rkds boulders
bk broken
Cy clay
Co co
G gra
Grs gr

Miscellaneous:
AUTH authorized
ED existence doubtful
21 Wreck, rock, obstruction
(2) Rocks that cover and u

45′ 40′ 35′ 152° 30′

05′

59°

COOK INLET

TERRITORIAL SEA (see note X)

TERRITORIAL SEA (see note X)

M S

f S

P Sh

S P Sh

f S M

S Sh P

S P Sh

SOURCE

B2	1970 - 1989	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage

B2

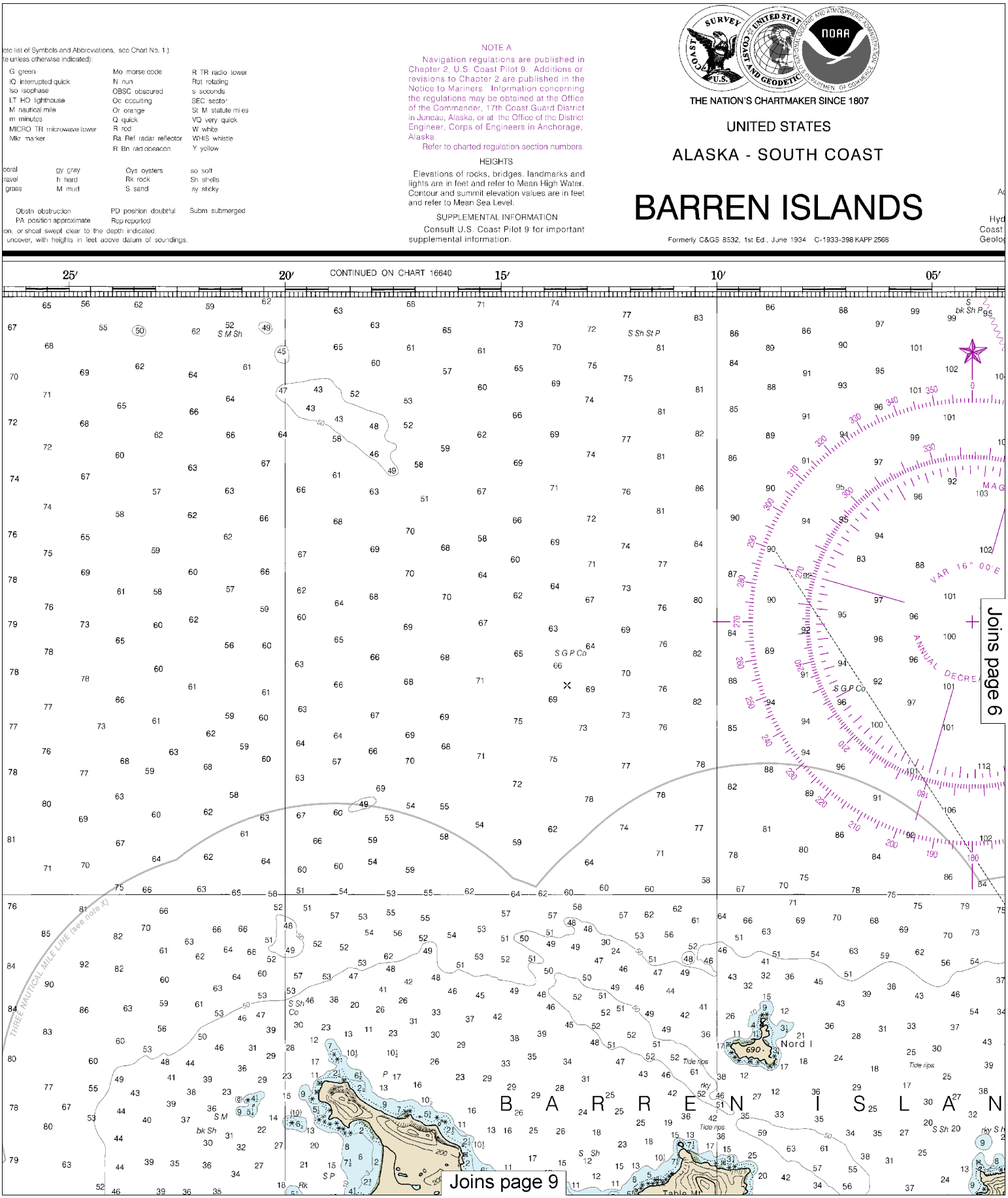
59°

CONTINUED ON CHART 16640

Joins page 8

4

Note: Chart grid lines are aligned with true north.



(etc list of Symbols and Abbreviations, see Chart No. 1.)
te unless otherwise indicated):

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
Iso isophase	OBSC obscured	s seconds
LT HO lighthouse	Oc occulting	SEC sector
M nautical mile	Or orange	St M statute miles
m minutes	Q quick	VQ very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Ref radar reflector	WHIS whistle
	R Bn rad obeacon	Y yellow

coral	gy gray	Oys oysters	so soft
ravel	h hard	Rk rock	Sh shells
grass	M mud	S sand	sy sticky

Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

ion, or shoal swept clear to the depth indicated.
uncover, with heights in feet above datum of soundings.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

THE NATION'S CHARTMAKER SINCE 1807

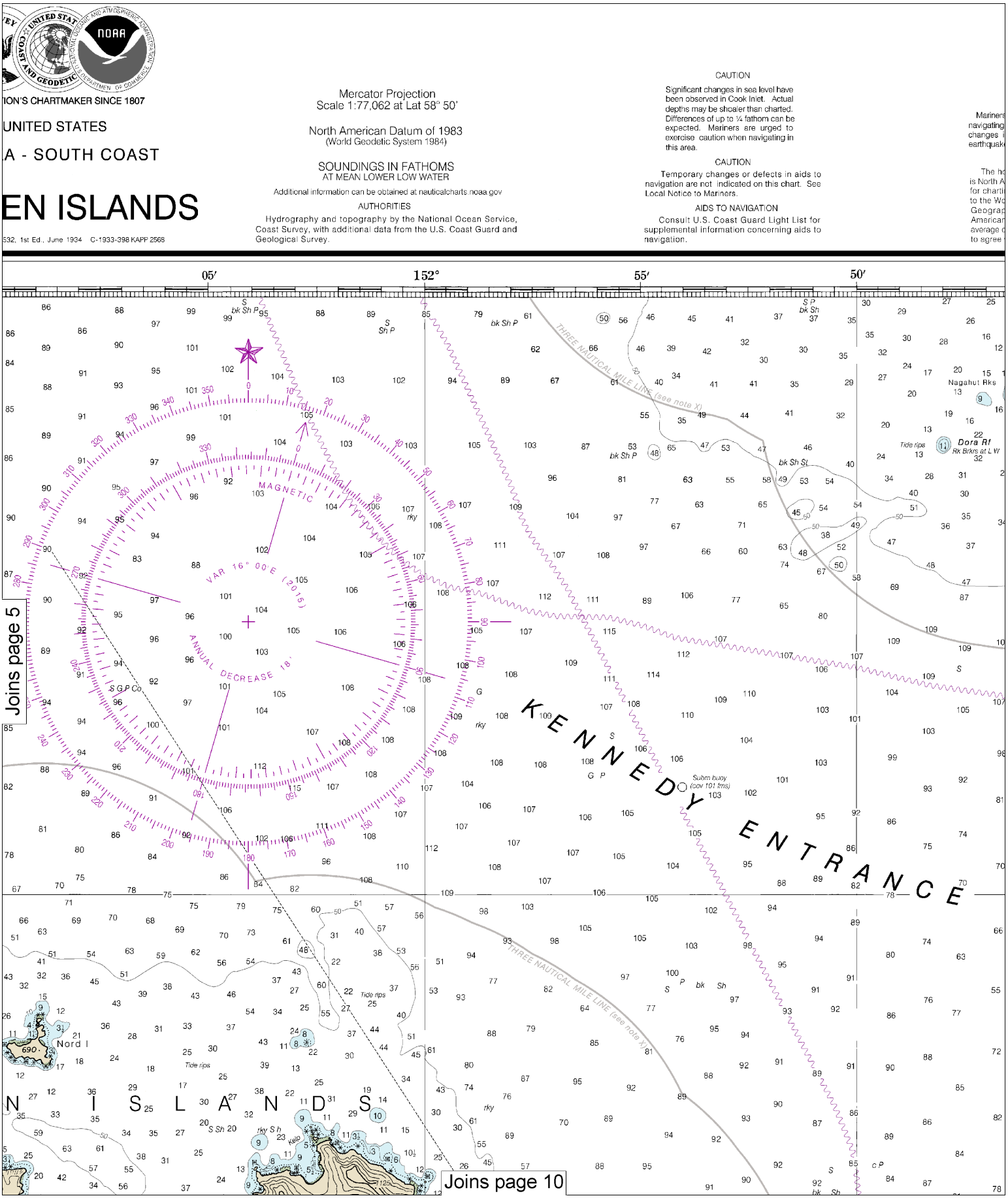
UNITED STATES

ALASKA - SOUTH COAST

BARREN ISLANDS

Formerly C&GS 8532, 1st Ed., June 1934 C-1933-398 KAPP 2568

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:110088. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

CAUTION

ers are urged to use caution when ng in the area of this chart due to possible s in depths and shoreline as a result of the ake of March 27, 1964.

HORIZONTAL DATUM

horizontal reference datum of this chart American Datum of 1983 (NAD 83), which rting purposes is considered equivalent World Geodetic System 1984 (WGS 84). aphic positions referred to the North an Datum of 1927 must be corrected an of 2.440" southward and 7.626' westward e with this chart.

NOAA WEATHER RADIO BROADCASTS

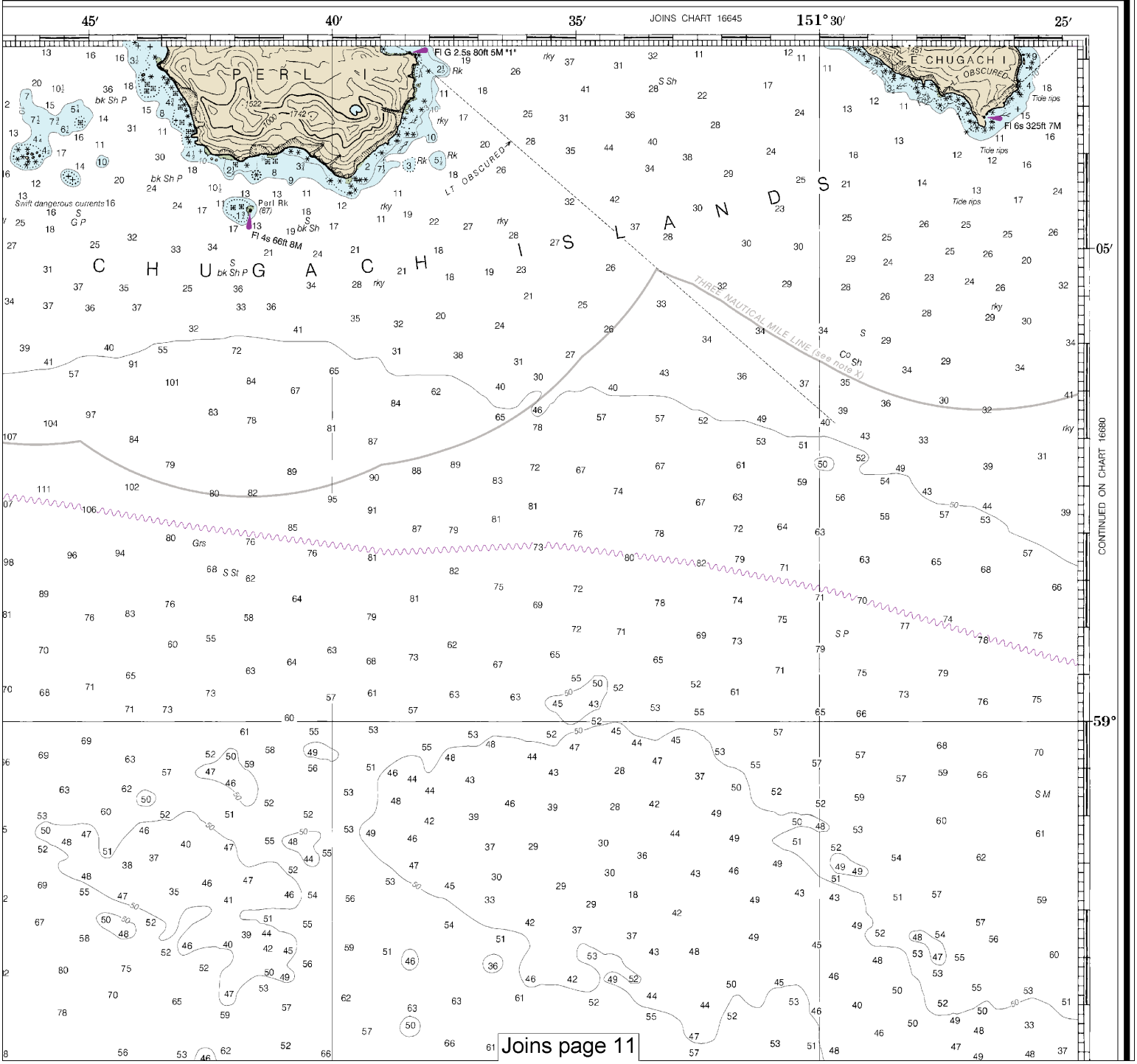
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Homer, AK	WXJ-24	162.400 MHz
Marmot Island, AK	WNG-716	162.500 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOUNDINGS IN FATHOMS

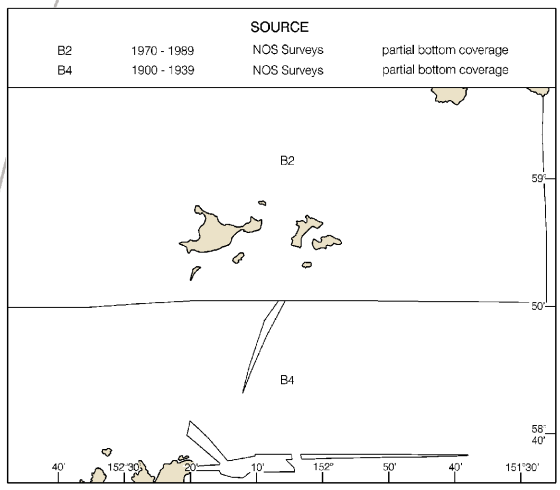


Joins page 11

Last Correction: 4/27/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

CONTINUED ON CHART 16640

Joins page 4



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

55'

50'

TERRITORIAL SEA (see note X)

S P Sh

S P Sh

MAGNETIC

VAR 16° 00' E (2015)

ANNUAL DECREASE 18'

S G

S G

S

S

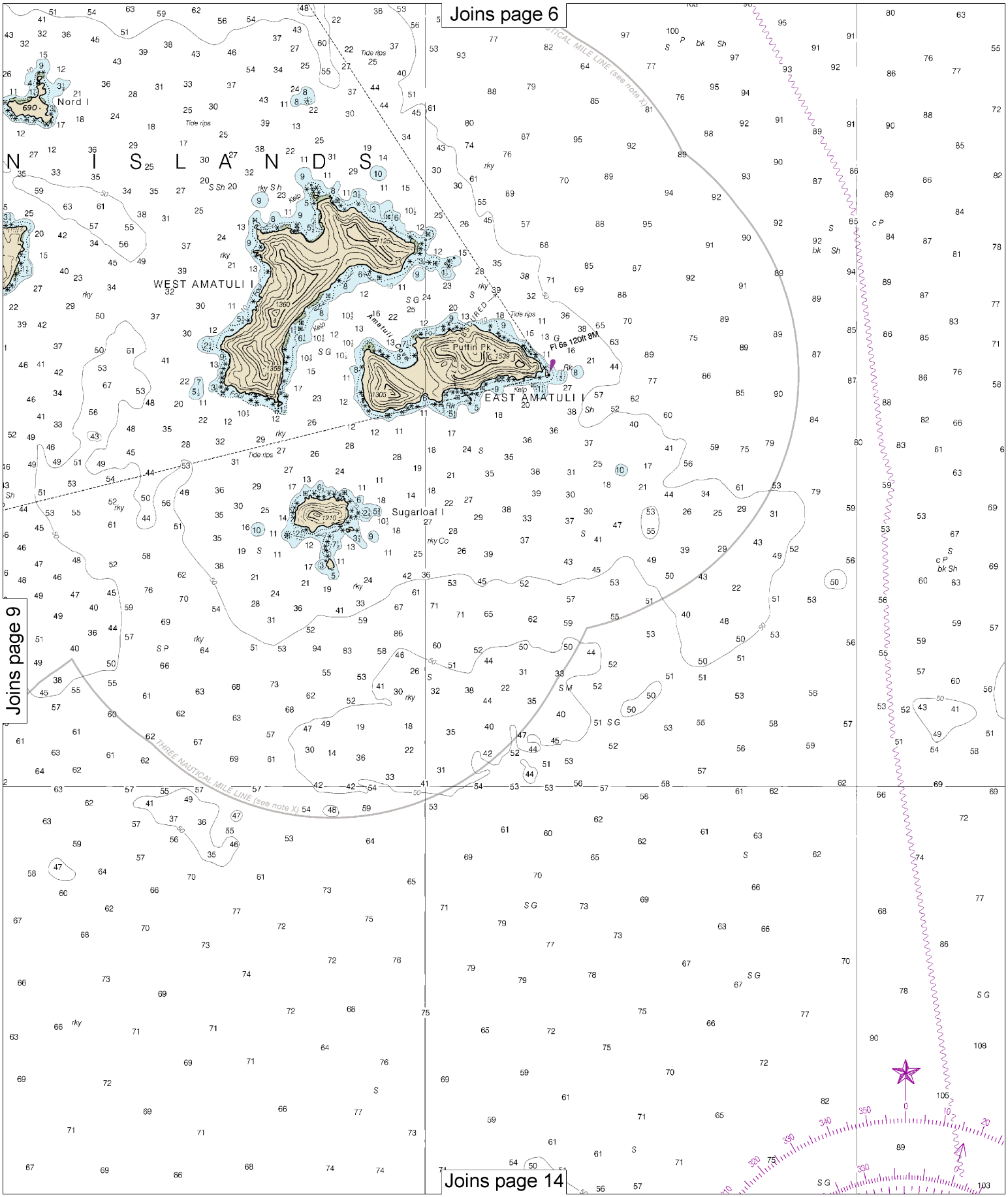
S

Joins page 12

8

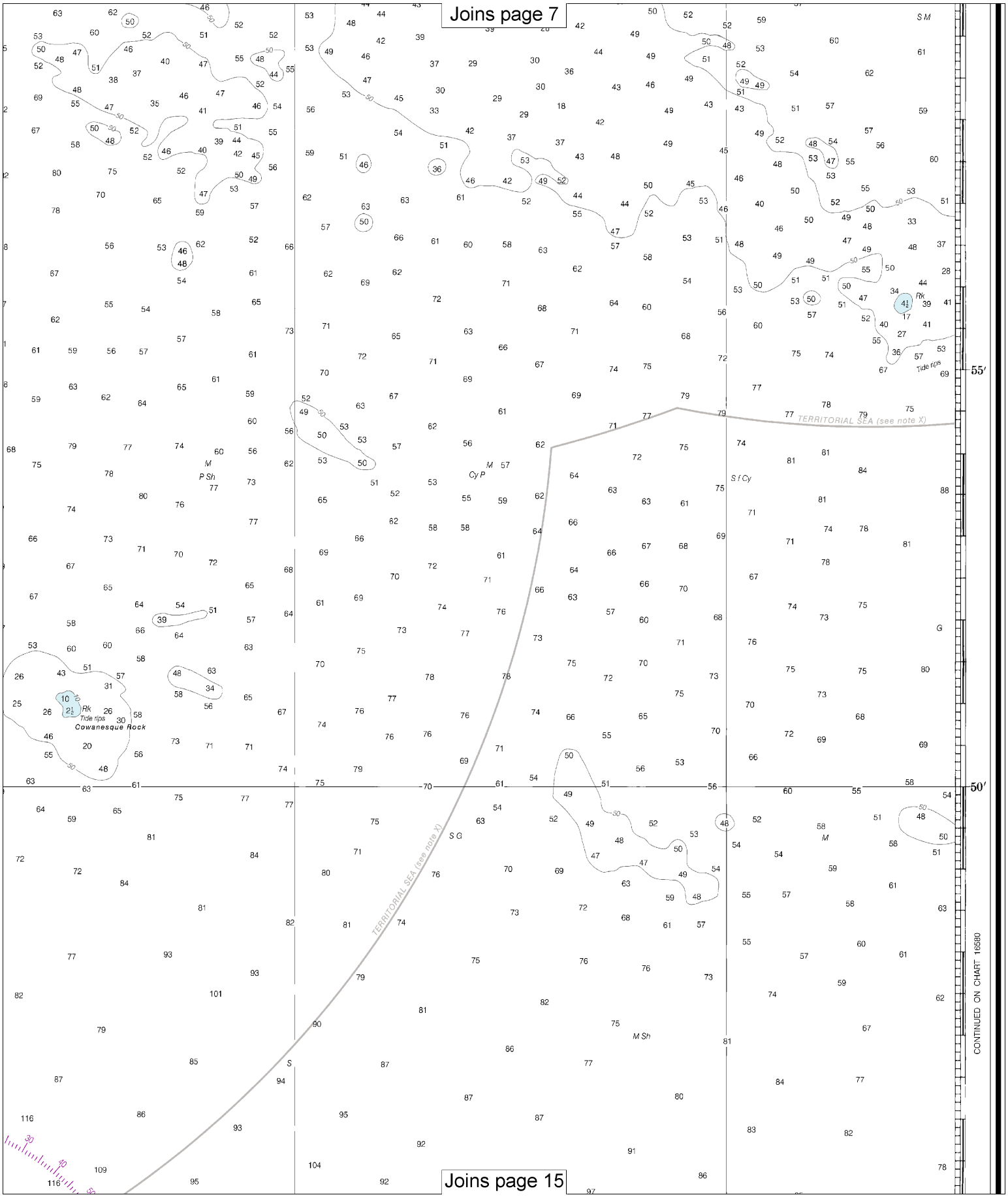
Note: Chart grid lines are aligned with true north.

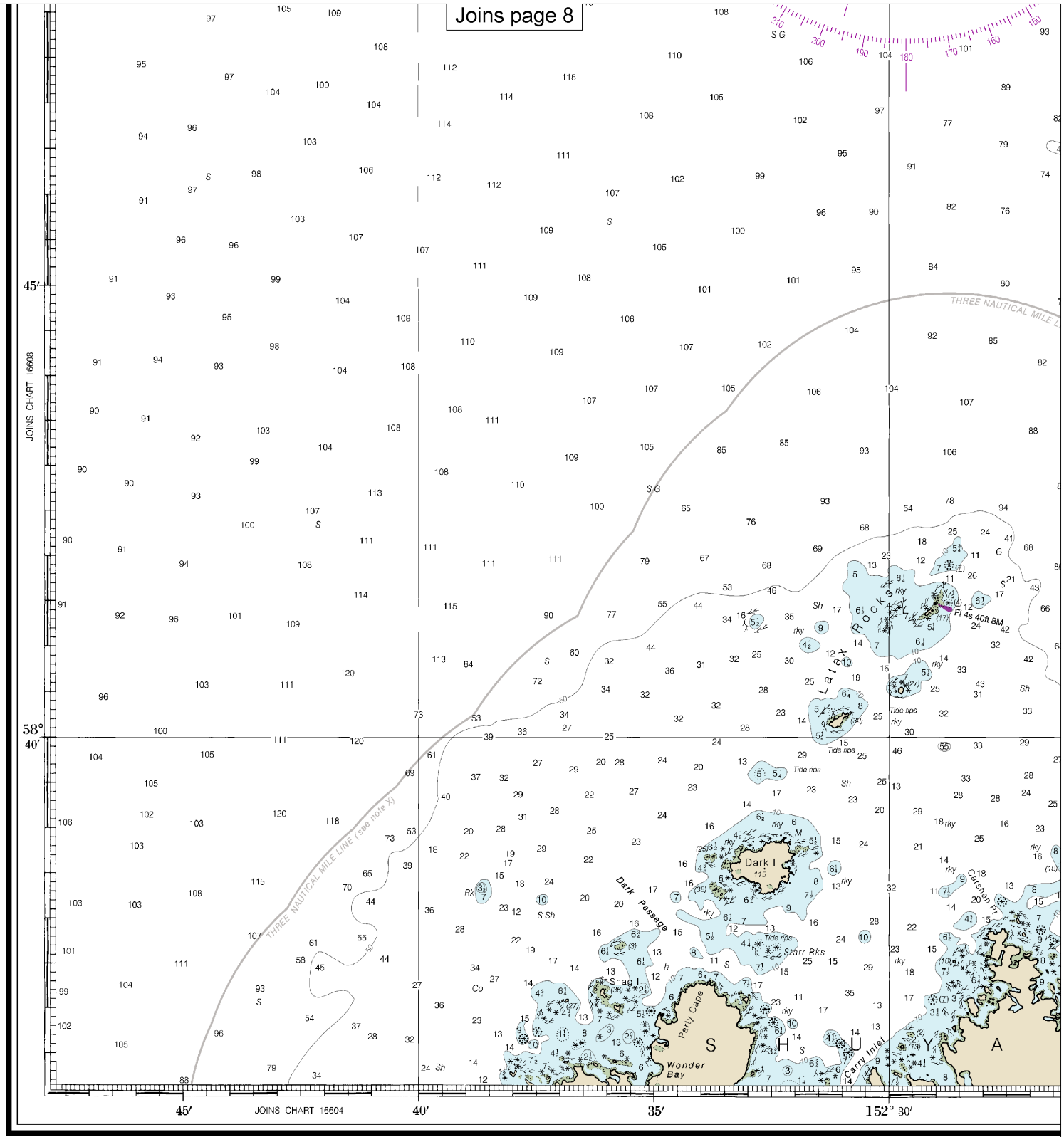

Joins page 5
B A R R E N I S L A N D
Nord I
690
Table Mt
1003
WEST AMATULI I
U S H A G A T I
1935
1545
1285
Sud I
980
Tide rips
THREE NAUTICAL MILE LINE (see note X)
S T E V E N S O N E N T R A N C E
Subm buoy (cov 63 fms)
Joins page 10
Joins page 13



10

Note: Chart grid lines are aligned with true north.


Joins page 7
TERRITORIAL SEA (see note X)
Cowanesque Rock
Tide rips
Rk
Cy P
S f Cy
S G
M Sh
P Sh
55′
50′
CONTINUED ON CHART 16680
Joins page 15



12th Ed., Apr. 2015

16606

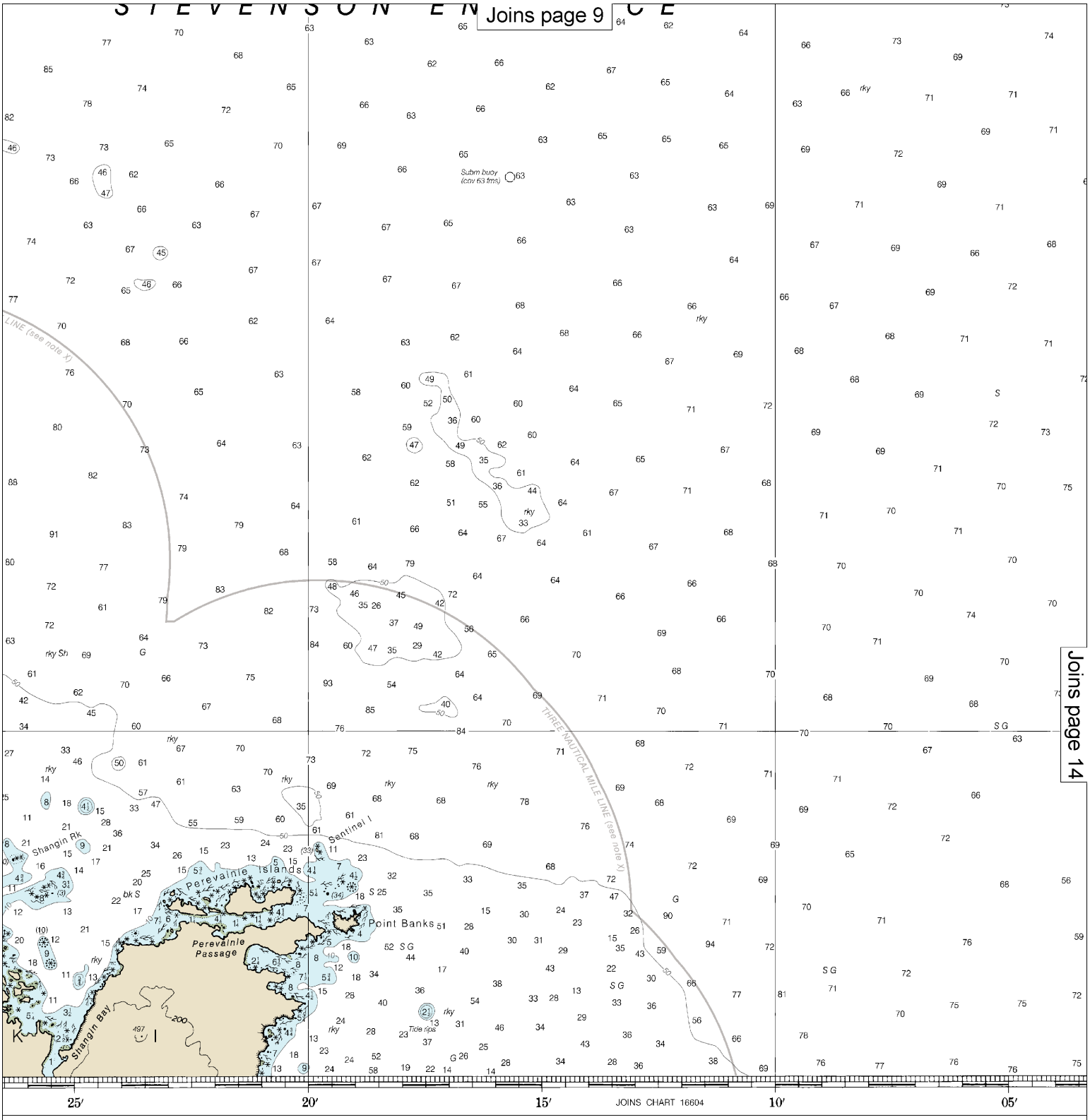
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit in
about this chart at http://www.nauticalchar

Last Correction: 4/27/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

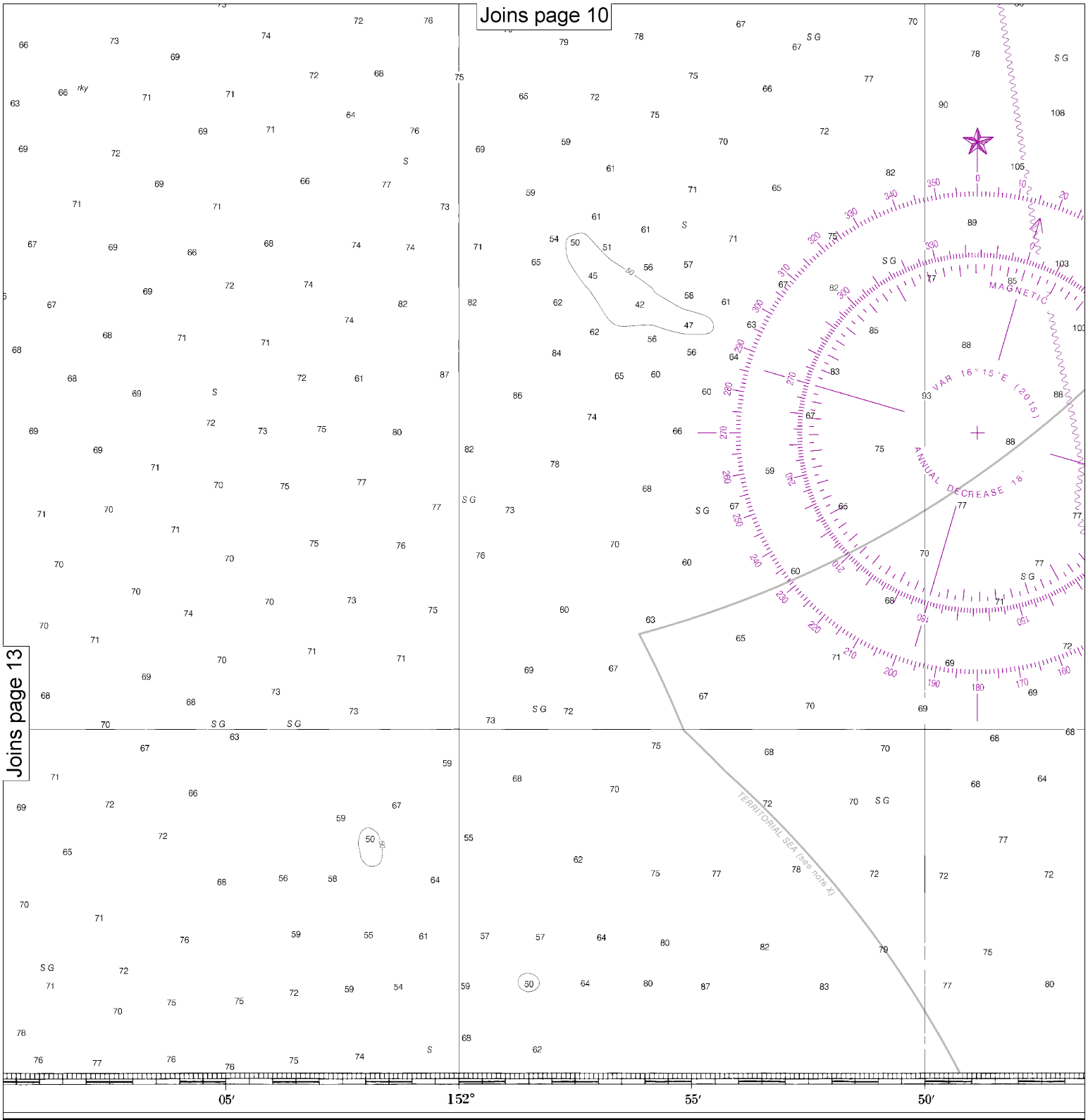
Note: Chart grid lines are aligned with true north.



inquiries, discrepancies or comments
harts.noaa.gov/staff/contact.htm.

SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATI
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

TIDAL INFORMATION

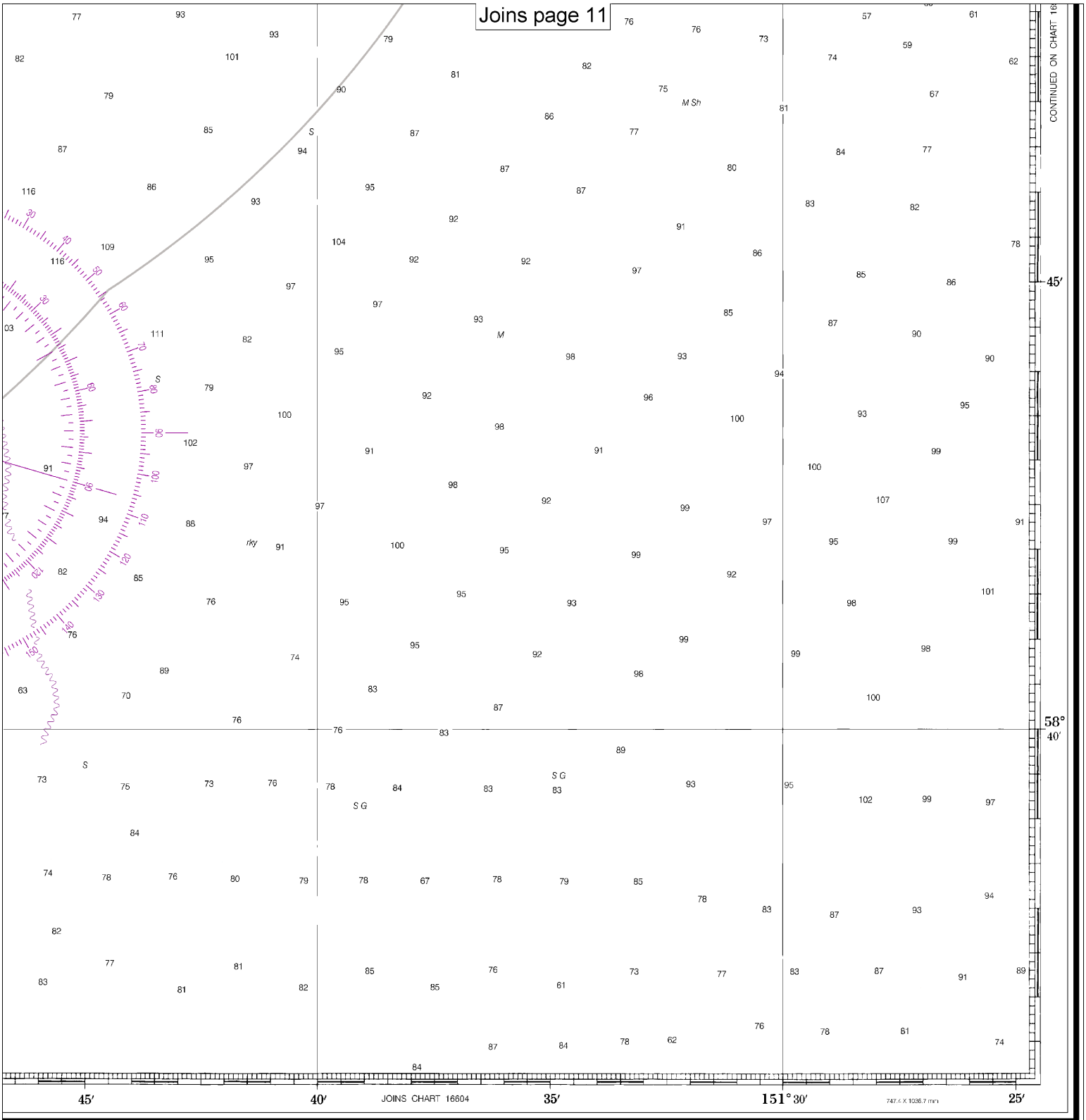
PLACE		He ght referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Ushagat Island	(58°57'N/152°16'W)	13.7	12.9	1.5
Carry Inlet, Shuyak Island	(58°35'N/152°31'W)	13.1	12.3	1.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-t me water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Feb 2015)

FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.



Barren Islands

SOUNDINGS IN FATHOMS - SCALE 1:77,062

16606

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker